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GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1906. [11]

## INTIMATION

A. S. WATSON &amp; CO.

LIMITED.

WINE AND SPIRIT MERCHANTS.

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## DEVONSHIRE CIDER.

WE have just received a shipment of APPLE BRAND CIDER Bottled by Messrs. ROBERT PORTER & COMPANY Proprietors of the famous BULL DOG BRANDS OF STOUT and ALE.

It is highly recommended by many medical men on account of its beneficial action in certain ailments, particularly in complaints of a gouty origin or tendency. Either by itself or mixed with SODA or GINGER BEER it makes a most wholesome, palatable and refreshing Summer Beverage.

PER CASE OF 8 DOZ. PINTS ... \$30.00  
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A. S. WATSON &amp; CO., LIMITED.

Hongkong, 5th July, 1906.

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Communications relating to the news columns should be addressed to the Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication. Only good faith, not for publication, should be written on all letters for publication.  
No anonymous communications should be accepted. No correspondence should be published unless it is signed by the author. Letters for publication should be written on one side of the paper only.  
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P.O. Box, 33. Telephone No. 12

## BIRTHS

On June 14th, at London, the wife of E. ALLEN  
On July 11th, at Shanghai, the wife of T. P. BARNES, of a daughter  
On June 1st, at DEATH, CHINESE, WILLIAM HARRIS, late of H.B.M. Office of Works, Shanghai, aged 41 years

HONGKONG OFFICE: 10A, DES VREUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 17th, 1906.

As one put it in conversation, "If I had been with them, I should have considered myself to be as safe from physical violence as if in a Hongkong street". The second pronoun, of course, referred to the unfortunate officers and passengers of the s.s. *Saiman*, the pirating of which has given such a painful shock to the community. Vaguely it has been understood that piracy was still rife in the neighbourhood, but few people realised that there was serious risk for more than a few Chinese junks and traders. When the comparatively recent case of an attack upon a native craft was reported, the fact that there was a foreign passenger on board caused the offenders to be generally described as "daring". The present case is worse. It shows that the villains are no respecters of persons, and that a big foreign steamer, with foreign passengers, and foreign manned, is looked upon as prey no more difficult than a silk junk. The white man just now is troubled with several uneasy reflections. Even a trip to Canton or Macao cannot be held to be safe from such experiences; and it is evident that so far as the modern pirate of South China is affected by it, the prestige of the white man has a dwindling importance. When a man like Dr. Macdonald of Wuchow is callously murdered, there is some excuse if popular resentment should demand the harshest possible measures against all

suspects. The deceased missionary had a character which lifted him above all discussion of the Missionary Question, for or against. He was generally recognised as a thoroughly altruistic man who sacrificed self and private means to the work into which he had thrown all the enthusiasm of an earnest and generous life. The Chinese could not have found a more sincere friend among their own people. It remains to be seen whether his neighbours and their officials will honestly atone by doing all they can to bring about the discovery and suppression of the miscreants who have thus bitten the hand that fed them, who were such hardened criminals, in fact, that they could blow out the brains of a prone man. But bad as this aspect is, there is a worse. Such an attack upon such a vessel, engaged in such a public service is no mere local matter. It might at least not improperly become an international affair, in which the Government of Great Britain would be entitled to make very strong demands upon the Chinese Imperial Government. Pourparlers between Hongkong and the Viceroy might have just as much effect, to begin with; but the provincial authorities have been so long about it that we cannot give them credit for any real attempt to hunt out these pirates. They will not bestir themselves even now, without some strong inducement. A gunboat sent up to the village or villages at which the pirates were known to have lurked, would provide that inducement, if it were clearly understood that they had orders to shell and destroy the said villages in default of proper satisfaction. There must be sufficient evidence up there to ensure the arrest of some of the real offenders, and we have only suggested an old-fashioned but effective way of getting at it. It is not much use asking for an increased patrol of the river, for there is never anything for the foreign gunboat to see or chase. In this case the pirates put off to the ship like peaceful passengers, and were doubtless received with all due respect. The movements of the junks that had arranged to take them off when their nefarious work was done could not have awakened any suspicion, if they had been seen by a dozen gunboats. The only people who can really get at these men are the provincial officials, who can find them if they search in earnest. We presume that the necessary pressure will be somehow applied; otherwise, the present popular uneasiness is likely to continue.

Last week there were 14 plague cases and 17 deaths recorded. On July 16th the totals were 870 cases, 815 deaths.

The Peking-Hankow line cannot be re-opened for some time. There have been fresh foundations.

It is stated that the Chinese Commission to Europe engaged several Norwegian officers as instructors for the Chinese army.

The prohibition of marriages in Korea, pending a selection for the Crown Prince, has been removed, a lady having been chosen to be his spouse.

It is said that Prince Tsai Tsch regarded with contempt the reports of an attempt on his life should be land in Shanghai, and ignored the warning not to land here.

*L'Echo de Chine* learns that the Japanese do not intend to make Port Arthur a fort of the first class, but simply a naval base, leaving Sasebo as the most important station for Japan.

Under the order of the Viceroy of Nanking the *Troop* of Shanghai has objected to the American marines manœuvring on the manœuvring field of the Chinese arsenal, situated to the south of Shanghai.

It is reported that arrangements have been concluded between Viceroy Yuan and the Japanese authorities for the purchase of the line from Hsiamintan to Mukden, 120 li, for Tls. 1,500,000.

Fitch's monthly Manila market report continues to urge the need of an agricultural bank. With regard to gold mines, it suggests that a little more money spent on development "would cause some excitement".

According to a native paper, the Japanese authorities have selected a site outside the settlement limits of Dalay for the establishment of a Chinese Customs as provided by treaty, also for establishing business houses.

Our Shanghai contemporary claims good authority for stating that the Kawasaki Dock Company have no intention of starting operations at Shanghai. Land was purchased with that intention, but the scheme has been dropped.

An attempt, it is stated in certain quarters, will be made by his enemies to get H.B. Viceroy Shun of the Two Kwang transferred to Pochow and to get H.E. Chou Fu down to Canton, the two Viceroy-exchanging posts, but there is nothing so far to confirm the report, the desire probably being father to the thought amongst Viceroy Shun's innumerable ill-wishers in the Two Kwang and at Peking.

The representatives of the foreign steamship lines in Yokohama presented Mr. H. T. Yuast, superintendent of harbour police, with a set of the *Encyclopaedia Britannica*, on the eve of his departure for Korea. We presume they would be labelled "Not wanted on voyage".

We have received from Mr. Frederic Jones, Commissioner in the East of the Queensland Government, a copy of "Queensland: the Paradise of Australasia". This is a profusely illustrated album describing the products, resources and principal towns of that State.

Chinese and Japanese journalists at Tientsin have formed an association which has as one of its objects the most laudable one of preserving peace in Asia. In any crisis, three editors may convene a meeting to discuss the best unanimous policy. This seems a good idea.

Russia's excuse for delaying the withdrawal of her troops from northern Manchuria at present is the depredations of the Houghuts. The Tartar-Generals of Kirin and Hailuokiang have received orders to immediately suppress the Houghuts, so as to frustrate Russia's scheme.

The return of visitors to the City Hall Library and Museum for the week ending the 15th July 1906, shows that of non-Chinese there were 268 to the Library and 184 to the Museum; and of Chinese 151 to the former and 2,579 to the latter. The Library was, therefore, used by 49 persons and the Museum by 2,763.

The following have been elected officers of the newly-formed British Association of Japan: Chairman, Mr. Monaghan; Vice-Chairman, Mr. A. G. Morry-Weale; Hon. Treasurer, Mr. F. A. Cresswell; Hon. Secretary, Mr. F. J. Lias; Committee, Messrs. F. J. Abbott, J. J. Houlding, J. Williamson Jones, W. F. Mitchell and Jas. Waller.

The editor of the *Chinese Christian Intelligence* says, in a letter to a contemporary: "Generally speaking the native secular Press is not anti-Christian. On the contrary it is more pro-Christian than the secular Press in Europe or America. One never sees a joke against the Bible in the native papers. The Chinese people are peculiarly susceptible to what they call *Tao* or *doctrines*—not specially theological doctrine, but any tenet that professes to teach, instruct and inform."

A Chinese journalist at Shanghai thus refers to a recent order of Viceroy Shun: "The well-known vindictiveness of the Viceroy in his city of Canton has, of course, successfully bridled the Press of that city, so that nothing hostile has so far been published in Canton against his Excellency, but there was nothing to prevent people in Canton from secretly sending copy to Hongkong for publication. Hence the prohibition of the sale in Canton of newspapers published in Hongkong."

With reference to the collision at Yokohama, a Tokyo telegram to the *N.C. Daily News* dated 9th instant says: "The R.M.S. *Athenian*'s hull is safe. The passengers have been transferred to the O. & O. S. *Doric*. The *Athenian* is removing her cargo and the *Appalachee* has been detained. There will be a maritime inquiry. Following was the official report: '*Athenian* only slight damage to plates port-side aft above water-line. Sufficient cargo has been discharged to effect repairs, which will be completed and the steamer despatched 13th July.'

The salary of the Director General of Customs Revenue, says the *Jih Shih* translated by the *P. & T. Times*, has not yet been settled. The Government proposes to pay according to that of the Inspector-General (2,000 taels per month), with additional allowance of 2,000 taels per month for the keeping of their staff, all to be paid from the Customs account. But no definite settlement has yet been arrived at. The *P. & T. Times* states further: "The Government wishes to have a uniform tariff prepared for the native Customs and collectors of the Empire by the Board of Customs jointly, which tariff is to be published for the information of the public, in case of extortion being attempted."

## FAST TRIP OF S.S. "KOREA."

The s.s. *Korea* sailed from San Francisco on June 20th, at 2.50 p.m., eight days late, and arrived at Hongkong yesterday at 4.15 p.m., one day late.

She made the run from San Francisco to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, in 24 days, 9 hrs. 59 min. Deducting therefrom stoppages in ports, 4 days, 4 hrs. 15 min., makes her running time from San Francisco to Hongkong 20 days, 4 hrs. 44 min., an average of 16 knots per hour for the entire distance across the Pacific.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Ernest Simons*, with the French mail, left Singapore on the 16th inst., at 10 a.m., for this port via Saigon.

The Cheong Cheong str. *Amind Duperre*, from Antwerp and ports, left Singapore on the 14th inst., and is due here on or about Friday, the 20th inst.

The J.G.M. str. *Seydlitz*, left Foochow yesterday at 6 a.m., and may be expected here to-day, at 3 p.m.

The C.P.R. str. *Empress of China* arrived at Yokohama at 11 a.m. on Monday, the 16th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on Tuesday, the 17th inst.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 8 a.m. on Monday, the 16th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 p.m. on Tuesday, the 17th inst.

The J.C.-J. Lija str. *Tijpanas* left Kobe via Moji and Amoy for this port on the 15th inst., and may be expected here on or about 26th inst. The Boston S.S. Co.'s str. *Shenwut* sailed from Manila on the evening of the 14th inst., and is due here on the 17th inst. at daylight.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## SHANGHAI-NANKING RAILWAY.

SHANGHAI, July 16th.

The opening of the Shanghai-Nanking Railway took place to-day. Special trains conveyed 700 Chinese and foreign guests to Soochow, where they were entertained to dinner.

Thotai Chung Mun-yew, on behalf of Tang Shao-yi, declared the railway open.

Congratulatory speeches were delivered by the Governor of Soochow, Sheng Kung-pao, and others.

A heavy ten-car train attained a speed of forty miles an hour over a considerable distance.

The traffic begins on Wednesday.

## A CENTRAL AMERICAN WAR.

LONDON, July 16th.

The army of San Salvador has met and defeated the forces of Guatemala.

The casualties numbered 2,000.

## BATTLESHIPS ORDERED.

LONDON, July 16th.

Brazil has placed orders for three battleships with Armstrong.

## MUNIFICENT BEQUESTS.

LONDON, July 16th.

Mr. Crowle has bequeathed a quarter of a million pounds to the Wesleyan Church and Temperance Societies.

## NAVAL VISIT POSTPONED.

LONDON, July 16th.

The visit of the British Fleet to the Baltic has been postponed at the request of Russia.

## THE SCENE IN THE FRENCH CHAMBER.

LONDON, July 13th.

A duel with swords has been fought between M. Pagliosi and Under-Secretary Durand, in which the latter was seriously wounded in the leg.

## THE REMAINS OF M. ZOLA.

LONDON, July 13th.

The French Chamber has voted for the transfer of the remains of M. Zola to the Pantheon.

## PRECAUTIONS AT SEOUL.

Tokyo, July 11th.

Tickets of admission to the palace at Seoul are to be issued only through the Japanese police advisory staff.

## THE OPENING OF MANCHURIA.

Tokyo, July 11th.

The *Japan Gazette* says that the Shanghai petition to the Diplomatic Body in regard to the opening of Manchuria is misapplied.

## THE WEST RIVER PIRACY.

Captain Josia, who was brought to Hongkong on Saturday, is at present in the Government Civil Hospital, where he was successfully operated upon on Sunday by Drs. Bell and Koch. It will be remembered that the Captain was shot in the stomach, and the bullet has been extracted by the medical men. His progress towards recovery is regarded as satisfactory.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 16th at 11.55 a.m.—The barometer has risen moderately over E. Japan, and fallen slightly over the China coast, the Loochoos and the Philippines.

A depression appears to be developing in the Pacific, probably to the N.E. of Luzon. Pressure is highest to the E. of Japan in the North, and over the S. part of the China Sea in the South.

Light to moderate E. winds are indicated in the Formosa Channel and light variable winds over the N. part of the China Sea. Forecast:—Light variable winds; fair.

## THE NEW HARBOUR OFFICE.

OPENED BY THE GOVERNOR.

The new Harbour Office, constructed near the Canton steamer wharf, was formally opened yesterday morning by H.E. the Governor.

Perhaps nothing illustrates the growth and progress of Hongkong more than the changes which have taken place with regard to the harbour offices. The first one stood on the site occupied by the City Hall, and as the shipping interests of the Colony demanded greater accommodation, what is now the old building was erected on the harbour front on Praya East. In course of years it also became unsuited for the work it had to do. Its harbour view was shut off by the building put up on the reclaimed land in front, while the accommodation for the increased staff became insufficient. About three years ago the erection of the new office was commenced. It is three storeys in height, covers much the same ground as the old office in Des Vieux Road, and is built of granite and brick, the upper stories being plastered. A watch-tower and a flagstaff are conspicuous features. As the accommodation is detailed in His Excellency's speech it is only necessary to add that ground-floor rooms are placed on the ground and first floors.

In honour of the occasion flags decorated the building, while the approach was laid with red cloth. Among those present at the ceremony were Commodore Williams, the Hon. Captain Barnes-Lawrence (Harbour Master), the Hon. Mr. T. Sorcum Smith (Colonial Secretary), the Hon. Mr. W. Chatham (Director of Public Works), the Hon. Mr. E. A. Hewitt, Mr. A. G. M. Fletcher, Rev. C. H. Hickling, Captain Clark, Captain Milroy, Messrs. H. G. C. Fisher, Mr. E. Jones (Assistant Harbour Master), J. Macdonald (Marine Surveyor), W. A. Crake, W. Russell, Chan Ah Tong, (contractor), J. T. Longstaff, Grant Smith, M. McIvor, E. J. Neugebors, and others.

His Excellency, who was accompanied by his A.D.C.s, Captain Smith and Captain Colman, was received by the Harbour Master and escorted to the Marine Court, where the ceremony took place.

The Harbour Master said—Your Excellency and Gentlemen, I would like to express on behalf of the Harbour Office department and myself the extreme gratification that His Excellency has seen his way to come down and open the new premises. We are more particularly glad in this respect because he has taken the greatest interest in the work, which was commenced before he arrived in the Colony, and we shall regard it with the greatest gratitude that he has put that house in order. When His Excellency arrived in the Colony the life blood of the harbour office was gradually ebbing away. The older officials were being pensioned off and there was difficulty in getting men to come forward to enlist in the services of the harbour office on account of the stagnation in promotion and the difficulties in connection with salaries. His Excellency made very careful personal investigations and satisfied himself that something was required and the result was that the older officials (of whom two, who have served for 34 and 36 years respectively, Messrs. Botelho and Brito, still remain with us) have been recognised. The grading system was introduced and the department was put into a position in which I do not hesitate to say it is now able to fulfil the duties of an office of importance to the Colony. With regard to the work of the office it is undoubtedly strenuous at times, but the fact that we have behind us the recognition to which I have already alluded and also the fact which I would like to mention publicly of the relationship between the officials and the heads of these great shipping firms, represented in Hongkong has always been of such a character as to help and encourage us in the work we have to do (applause).

With respect to our records, we have the proud boast that in the office we have just left we have issued statistics that constituted records in respect of the amount of tonnage of ships entering and clearing this port of Hongkong. In conclusion, I would express the fervent hope that in our new office we shall continue to maintain that supremacy we have established and whose lustre may be shed in the welfare of the premises. I will now ask you to kindly start us on our new career of usefulness and declare the premises open for public business (applause).

His Excellency said—It was suggested to me that it might be appropriate if some formal ceremony marked the transfer of the harbour office from its former headquarters to this new building, so I have come down to give you a few facts with regard to this building and then formally declare it to be open for public business. The building owes its origin to a committee which sat in the time of Sir William Robinson, some ten years ago, to investigate the condition of the public offices of that time. It was proposed by that committee that the new harbour office should be erected in front of the old site. This proposal was eventually abandoned in favour of the present site and in 1901 the contract for the foundation was given out. It was not until a year before I arrived in the Colony that the superstructure was actually put in hand. The cost of the building has been some £5,000, or £150,000. It has been carried out under the careful supervision of Mr. Fisher, executive engineer, who has had at different times to assist him Messrs. Wright and Little, assistant engineers. The plan was originally drawn out in consultation with Captain Barnes-Lawrence's predecessor, Captain Ramsey. The structure contains offices for the harbour master, assistant harbour master, marine surveyors, and the boarding officers. It also contains correspondence office, entry and clearance office, import and export office, and a junk office. Then there is the Marine Court, which we are now assembled, and there is also a

room for the examination of captains' and mates' certificates. There is a spare room, and there are quarters for the senior boarding officers, rooms for twenty-six boatmen, whom it is necessary should live on the premises. There is a somewhat important addition to that accommodation in the shape of a watch-tower from which it will be possible to observe everything going on in the harbour. It was not possible to do so in the old office, which was a very distinct disadvantage. The elevation of the building was designed by Mr. Fisher, and I have heard it said that its features are not commensurate with the importance of the work that will be carried out in it, but I do not think it is necessary that one should see from the face of the building the amount of work that is to be done in it. I prefer a building not to be too pretentious, and I think this building, thanks to Mr. Fisher, is in very good taste (applause).

There is one part of it which I think I shall take care is not repeated in any public building that is erected while I remain in the Colony. I allude to the fact that the upper stories are plastered. Plaster is really an imitation of stone and imitation is a sham, false in art, as it is in building. We have got in the Colony, however, plenty of building material in the shape of natural granite and when we cannot afford to use that for building I think we should keep to the natural surface of the bricks and see exactly what the building is made of. But I need not dwell further on this point. I congratulate Captain Barnes-Lawrence on the fact that the change from the former office to this one is made in his time. It is, I know, cause for congratulation, as anything which helps the business of the amicable community gives pleasure to our present harbour master (applause). I know that Captain Barnes-Lawrence is anxious to commence the work in his new premises and I think you are very anxious to get to your old one, so I will not detain you any longer except to echo the hope expressed by Captain Barnes-Lawrence that the business of the port will continue to increase to the same extent and even to a greater extent in the new building than it did in the old. I now, on the 16th day of July, 1906, formally declare this office to be open for the transaction of public business (applause).

On the call of the Harbour Master, three hearty cheers were given for His Excellency. After this the company inspected the new building and dispersed.

## POLICE COURT.

Monday, July 16th.

BEFORE MR. H. H. J. GOMPERTZ  
(FIRST POLICE MAGISTRATE).

## NEW TERRITORY GAMBLERS.

From information received a party of police visited Chungkingwan on Sunday and arrested 22 gamblers who were playing fan-tan on the hill-side. Two of the defendants were charged with being the keepers of the game, and the remainder with playing.

After hearing the evidence his Worship fined the keepers \$100 each and two months' imprisonment, and each of the players \$5.

Another batch of 17 natives appeared before his Worship on a charge of playing paikau. They were found guilty and the two keepers fined \$25 each, and each of the players \$5.

## A NOISY CONSTABLE.

A constable in the Naval Yard police was charged with being drunk and disorderly in Elgin Road, Kowloon, yesterday morning.

From the evidence it appeared that the defendant was "looking for fight", and after testing his skill as a pugilist on several Chinese, ran foul of a soldier, with whom he fought until the police were observed approaching. Then the soldier beat a hasty retreat, and the defendant was arrested.

His Worship imposed a fine of \$10.

## A SOLICITOUS ROGUE.

A native was charged with being on premises after 11 p.m. for an unlawful purpose, also with attempting to bribe a lunkong.

The constable found him on the stairway of a house at East Point, and as the defendant could not satisfactorily explain why he was there, arrested him. On the way to the station the defendant offered the lunkong 20 cents to let him off.

Asked what he had to say, defendant informed his Worship that he ascended the stairs to make sure that everything was all right.

As his Worship did not believe this he sentenced the defendant to one month's imprisonment on the first charge and fourteen days and six hours' stocks on the second.

## BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

## RICHIA COOLIES DECEASED.

Wong Lai was charged on three counts with stealing money from richia coolies.

The defendant, it was stated, was in the habit of bergering with richia coolies at the Kowloon ferry wharf as to the amount for which they would carry him to Yau-mat. The fare settled, he would pay over the amount in cents, evidently knowing that the coolies would place the money in a box beneath the seat of the richia. If they failed to do this he would refuse to go, and bargain with another coolie. When the money was deposited as he wished, he would contrive to extract it from the box on the journey, and his efforts for a time were successful. On Friday he secured \$1.80, on Saturday \$1.36, but on Sunday afternoon he was caught in the act of stealing \$1.61, handed over to the police and subsequently identified by his previous victims.

His Worship sentenced him to three weeks' imprisonment with hard labour and six hours' stocks on the last charge, and dismissed the first two.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Editor.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a first period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. 1428.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## BEKANNTMACHUNG.

Im hiesigen Handelsregister A. Nr. 1 ist heute zu der Firma  
A. SCHOMBURG & Co.  
eingetragen worden in Pakhoi-Hohow ist Prokurist bestellt.  
Pakhoi, den 10. Juli 1906.  
KAISERLICH DEUTSCHES KONSULAT.  
1428

## NOTICE.

WANTED for the Land Survey Branch of the PUBLIC WORKS DEPARTMENT a LAND SURVEYOR with good qualifications. Engagement to be temporary. Terminable at a Month's Notice. Salary £20 a month. Applications to be made to the Hon. Director of Public Works.  
W. CHATHAM,  
Director of Public Works.  
Public Works Department.  
Hongkong, 16th July, 1906. 1429

## SITUATION WANTED.

WANTED a Position as STEWARD-ESS on Board Ship or in Large Hotel. Apply by letter to—  
"H. H. H."  
Care of "Daily Press" Office.  
Hongkong, 17th July, 1906. 1430

## TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family, suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour. Apply by letter to—  
"H. H. H."  
Care of "Daily Press" Office.  
Hongkong, 17th July, 1906. 1438

## PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 18th July, 1906, at NOON, at PRATA EAST, THE GOODS AND CHATELAINS of the above-named Hotel.  
TERMS—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 17th July, 1906. 1431

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
"ERNEST SIMONS,"  
Captain Boardman, will be despatched for the above Ports on or about MONDAY, 23rd inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 17th July, 1906. 1432

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; FOOCHEW.

THE Company's Steamship  
"HAIMUN,"  
Captain A. J. Ransom, will be despatched for the above Ports on THURSDAY, 19th inst., at 2 P.M.  
For Freight or Passage, apply to  
DOUGLAS LIPKA & Co.,  
General Managers.  
Hongkong, 16th July, 1906. 1434

## JAVA-CHINA-JAPAN LUN.

## FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA &amp; MACASSAR.

(Taking cargo to all ports in Netherlands India on through Bill of Lading.)  
THE Steamship  
"TJIPANAS,"  
Captain Pander, will be despatched for the above Ports on or about the 28th inst.  
For information as to Freight and Passage, apply to  
Head Agent of the  
JAVA-CHINA-JAPAN LUN.  
(York Buildings, 1st Floor).  
Hongkong, 16th July, 1906. 1425

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM ANTWERP, LONDON, etc.

## THE Steamship

## "GLENSTRAE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at PRATA EAST and Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 22nd July will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR, BROS. & GOW,  
Hongkong, 16th July, 1906. 1426

## NEW ADVERTISEMENTS

## FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

## "SAMBIA,"

Captain O. Müller, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd July, at 3 P.M.

No Fire Insurance has been effected.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 16th July, 1906. 1427

## OCEAN STEAMSHIP COMPANY, LIMITED.

## AND

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

## "LAERTES,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional Cargo will be landed, a less notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 19th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th July, 1906. 1430

## INTIMATIONS

## HONGKONG VOLUNTEER CORPS

## A GRAND

## PROMENADE

## CONCERT

WILL BE HELD ON THE

## VOLUNTEER PARADE GROUND

ON

SATURDAY, 21st JULY,

AT 9.15 P.M.

TICKETS (32 and 51) can be obtained from

VOLUNTEER HEADQUARTERS (near Hong Kong Club) and from the ROBINSON PIANO CO.

Hongkong, 16th July, 1906. 1430

## UNITED SHIPPING COMPANY, LTD.

## Ship and Insurance Brokers.

108, FENCHURCH STREET,  
LONDON, ENGLAND.

THE above Company have for SALE the

STEEL SCREW STEAMER No.

6360, generally of the following description—

Built in England 1885. Dimensions 260 ft. by

35 ft. 3 in. by 18 ft. 9 in. Deadweight 2,200

tons on 18 ft. 10 in. Triple Engines 20, 31 and

54 by 38 in. stroke. Two S. Engines 20, 31 and

54 by 38 in. stroke. Two S. Engines 20, 31 and

54 by 38 in. stroke. Two S. Engines 20, 31 and

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## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

## AN INTERIM DIVIDEND OF \$3.50 per

Share for the Six Months ending 30th

June, 1906, will be Payable on the 25th instant,

on which date Dividend Warrants may be

obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company

will be CLOSED from the 16th instant to the

25th instant (both days inclusive).

By Order of the Board of Directors.

A. SHELTON HOOPER,  
Secretary.

Hongkong, 10th July, 1906. 1439

## THE WEST POINT BUILDING COMPANY, LIMITED.

## AN INTERIM DIVIDEND OF

SIX DOLLARS (Two per Share) for the

Six Months ending 30th June, 1906, will be

Payable on the 25th instant, on which date

Dividend Warrants may be obtained on application

at the Company's Office.

The TRANSFER BOOKS of the Company

will be CLOSED from the 18th to the 25th

instant (both days inclusive).

By Order of the Board of Directors.

A. SHELTON HOOPER,  
Secretary.

HONGKONG LAND INVESTMENT AND

AGENCY Co., Ltd.

General Agents for the

West Point Building Co., Ltd.

Hongkong, 13th July, 1906. 1445

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## NOTICE IS HEREBY GIVEN THAT AN

EXTRAORDINARY GENERAL

MEETING of the above-named Company will

be held at the registered Office of the Company,

ALEXANDRA BUILDING, Des Vaux Road, Central,

on TUESDAY, the 21st day of July, 1906, at 12 o'clock Noon,

when the following Resolutions, which were

passed at an Extraordinary Meeting of the

Company held on Saturday, the 14th day of

July, 1906, pursuant to the Order dated the

28th day of March, 1906, made by the Supreme

Court of Hongkong in its Original Jurisdiction

in Act No. 371 of 1905, will be submitted for

Confirmation as Special Resolutions.

1. That the Special Resolution being the

Fourth in Number passed and confirmed at

Extraordinary General Meetings of this

Company held on the 3rd and 20th

January, 1905, respectively together with all

Agreements entered into thereunder and

particularly the Agreement in writing

bearing date the 13th day of October,

1905, made between this Company and its

Liquidators JOHN HUMPHREYS & SON

of the one part and the PRATA TRAMWAYS

COMPANY, LIMITED, of the other part

be and the same are hereby rescinded.

2. That the Draft Agreement submitted to

this Meeting and expressed to be made

between this Company and its Liquidators

of the one part and the "PRATA TRAM-

WAYS CO., LTD." of the other part be

and the same is hereby approved and that

the said Liquidators be and they are here-

by authorized pursuant to Sections 211 and

202 of the Companies Ordinance 1865 to

enter into an Agreement with the said

"PRATA TRAMWAYS CO., LTD." in the

terms of the said Draft and to carry the

same into effect with such (if any) modi-

fications as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,  
1422  
General Managers.

## AUCTIONS

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have

received instructions to Sell by Public

Auction,

On THURSDAY,

the 19th July, 1906, at 4 o'clock in the afternoon,

at their SALES ROOMS, No. 8, Des Vaux

Road Central corner of Ice House Street,

THE FOLLOWING

VERY VALUABLE RECLAMATION

PROPERTY.

Situate at Victoria, in the Colony of

Hongkong, viz.,

All that Piece or Parcel of Ground situate

at Victoria, aforesaid, and registered in the

Land Office as the Remaining Portion of the

Southern Portion of the Praya Reclamation to

Marine Lot No. 57.

The Property is held under the usual reclama-

tion agreement at an annual Crown Rent of

not exceeding \$315. The Property contains

an area of 13,181 square feet or thereabouts,

and has a frontage of 132 feet 11 inches to Des

Vaux Road West, and of 88 feet 3 inches to

Sutherland Street.

For Further Particulars and Conditions of

Sale, apply to

Messrs. DENNIS & BOWLEY,  
Solicitors for the Mortgagees,

Messrs. HUGHES & HOUGH,  
Auctioneers.

Hongkong, 5th July, 1906. 14372

## PUBLIC AUCTION.

## THE Undersigned will Sell by Public

Auction

On TUESDAY,

the 24th July, at 12 o'clock Noon.

The Hulk "MEANER," late "Scow," 3rd

Rate, 384 tons.

(Lately used by War Department as a

Hospital Ship).

## CONDITIONS OF SALE.

The Hulk will be sold as the now lies in

## GREGOR &amp; CO.,

QUEEN'S ROAD CENTRAL.

## CLARETS

FROM MIN. MARCEAU  
BORDEAUX.

AWARDS: GOLD MEDALS AT

PARIS 1900, HANOI 1902, BORDEAUX 1895, DIJON 1901,

LILLE 1902, AMSTERDAM 1895, ROUEN 1896, VIENNA 1902.

CASH 10 per cent. CREDIT 5 per cent.



\$15.00 PER CASE.

A. S. WATSON &amp; CO., LD.,

WINE &amp; SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS,

ESTABLISHED, A.D. 1841.

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING.

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen Equal to Home  
work.

## IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware  
Merchants. Wholesale and Retail  
Ironmongers, Pig Iron and Foundry.  
Coke Importers, General Store-  
keepers and Commission Agents.  
35 & 37, Hing Loong Street  
(1st Street West of Central  
Market.) Telephone No. 515.

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
Bromide and Crystal Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Mania. Work  
done for Amateurs; No. 84, Queen's  
Road Central.

## PRINTING.

"DAILY PRESS" OFFICE  
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(MITSU BISHI CO.)COAL DEPARTMENT  
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All Letters Addressed:  
MANAGER, MITSU BISHI CO.,  
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NAGASAKI, MOJI, KOBE, KARATSU,  
SHANGHAI, HONGKONG AND  
HANKOW.AGENCIES:—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GRABING & Co.  
MANILA: Messrs. MAONDRAY & Co.  
SOLE PROPRIETORS of Takashima,  
Ochi, Shinkawa, Namazawa and Kami-Yamada  
Collieries, and also Hojo Colliery, which will  
shortly be ready to produce on a large scale the  
best Buzen Coal.The Head and branch Offices and the  
Agencies of the Company will receive any order  
for Coals produced from the above Collieries.  
T. MATSUKI, Manager, Hongkong,  
No. 2, Pedder Street.

## SCIENTIFIC MISCELLANY.

QUARTZ GLASS IN QUANTITY ELECTRIFYING  
THE GAS LIGHT—SITTING LENSES WORK—  
THE AUTOMOBILE—MINERAL STOCKINGS—  
VEGETABLE SPONGES—FOG DISPERSION—  
TEETH DESTROYING SALIVA—LIQUID AIR'S  
REAL USE—THE SUN'S TEMPERATURE.Glass from pure quartz can be heated to  
1,000 degrees C. without softening, is not cracked  
by sudden changes of temperature, and is  
otherwise of great value for scientific and other  
purposes. It is prepared with great difficulty,  
however; the quartz apparatus now in use  
having been built up by piecing single crystals  
together by means of the oxyhydrogen blow-  
pipe. When a quantity of crystals is fused the  
mass is made opaque by air bubbles, which  
cannot be removed, and varied experiments  
have made it evident that clear glass is not  
likely to be obtained by direct fusion at at-  
mospheric pressure. An effort to solve the  
problem by other means has been made at  
the Carnegie Institution with fair  
success. The quartz, in a graphite crucible,  
is first heated to 2,000 degrees or more, to  
produce quartz vapour enough to drive out the  
air from between the grains, then a pressure of  
500 pounds or more is quickly applied and the  
temperature is lowered to perhaps 1,800 degrees  
for half an hour, when heat and pressure are  
slowly withdrawn.Raising the temperature of a bare platinum  
wire from 800 degrees C. to 820 degrees more  
than doubles its brightness, while doubling the  
temperature of a white-hot body is estimated to  
increase the luminous intensity 4,000 times.  
With this in mind, Adolf Herz, a German, has  
passed an electric current through an Au-  
gloster of metal oxides heated by a gas-flame,  
and has thus considerably raised the tempera-  
ture. The result is an extraordinary increase in  
luminous efficiency.By means of ergograph measurements, M.  
Charles Ferri has found that one-third more  
work can be done standing than sitting, but  
that the greater intensity of effort during a  
long period in the standing position is followed  
at the end by more rapid fatigue.In the "automobile," a novel French touring  
map, the road being travelled is shown upon a  
band of paper, which is mounted on the  
dashboard of the motor-car, and by automatic  
unrolling indicates the exact position of the car  
at any moment. It is especially useful at night,  
while at present high speeds signboards are  
not easily read even in daytime. The scale of  
the map is sufficiently large to make clear the  
exact point of the route reached, and the chaf-  
four can read ahead for five miles, thus  
being able to fix in mind all obstacles, turns  
descents, etc., long before they are reached. At  
night the chart is always lighted.The peculiar substance known as asbestos,  
which was regarded as valueless a century ago,  
is now in demand for many purposes. It is  
made into roofing felt, cement, theatre curtains  
and various heat-resisting articles, and has  
been recently spun into a light and fairly  
strong thread. Even ropes, with or with-  
out steel cores, are made from it for fire-  
men. A new and rather surprising applica-  
tion is for army stockings, which have been  
shown to be less irritating to the feet of soldiers  
on the march than other stockings, and the  
War Department of Austria is considering  
their general adoption.About ten species of "vegetable sponges" are  
now cultivated in the warmer parts of Africa  
and Asia, especially in Algeria. The fruit is  
edible before maturity, but on ripening the pulp  
separates from the fibrous material, which then  
becomes an excellent substitute for real sponge  
for the toilet, bath-room and many other  
purposes. The Algerian sponges are in large  
demand in Paris.Fog dissipation by electric discharges has  
proven more effective when the fog contains dust  
or smoke than when it is water only, the solid  
particles seeming to become charged and to be  
then repelled, precipitating particles of vapour  
with which they collide. With a bundle of  
spikes as radiator, a space of some yards can be  
cleared in a few seconds.Why the teeth of some people decay early  
while those of others continue sound throughout  
a long life is a problem that appears to have  
been only imperfectly solved. A European  
investigator, Dr. C. Riss, has lately analyzed the  
saliva of 219 children averaging 13 years of  
age, and has confirmed the idea that there is a  
relation between the alkalinity of the saliva and  
dental caries. A highly alkaline saliva ensures  
good teeth. He has made many experiments to  
determine how an acid or slightly alkaline  
saliva may be made decidedly alkaline, and has  
proven that a diet containing much lime has a  
marked influence and does much to keep the  
teeth in perfect condition.Cheap oxygen is the one important product  
thus far obtained from liquid air, for which  
such extravagant prophecies have been made.  
As the nitrogen and oxygen of the liquid air  
return to the gaseous state at different  
temperatures, it has proven to be possible  
to separate them by fractional distillation,  
and as the evaporation of gases cools the  
air entering to be compressed in the  
apparatus, the process is very economical. An  
idea of this efficiency has lately been given by  
M. Georges Claude. His plant produces 100  
cubic metres of oxygen, with a purity of 98 to  
99 degrees in twenty-four hours, and the cost  
in France is only one-twentieth of that of oxygen  
from the electrolytic decomposition of water.The electric arc in which titanium has been  
distilled has a temperature of about 3,500  
degrees C. Making allowance for uncertainty asto pressure in the solar atmosphere, M. Moissan  
concludes that points on the sun where titanium  
is seen in the solar spectrum to be volatilized  
must have a temperature between two estimates  
of sun heat already made—4,500 degrees C. and  
2,000 degrees to 3,000 degrees C. The probability  
is that the latter is nearer to the true heat of  
the sun than the former. This is very much  
lower than early estimates.

## JAPAN'S INDIGENOUS SCHOOLS.

EDUCATION PRIOR TO 1871

It is often thought that Japan possessed no  
educational system worthy of the name until  
her adoption of Western civilization a few years  
back. But this idea, says the *Educational  
Times*, is quite erroneous. As centuries ago,  
Japanese children received suitable tuition at  
schools, which were excellent in their way.  
These indigenous schools were of two kinds:  
one intended for the samurai, the warrior and  
official class, who were also the scholars because  
they had most leisure for study; the other for  
the children of ordinary folk.To take the latter class first, the common  
primary schools were known as *terakoya*, from  
the fact that they were associated with the temples,  
the Buddhist priests of Japan having been at great  
educators as those of Burma. During the  
Tokugawa period, however, i.e. from 1600 to  
1868, the *terakoya* were maintained by others  
besides priests, by doctors, for instance, or even  
by samurai who had fallen into disgrace and  
been deprived of their hereditary incomes.  
Every town had several *terakoya*, every large  
village at least one, some of them reckoning  
from one to three hundred pupils, of whom as  
many as 30 per cent. might be girls. In a  
small village, on the other hand, the priest might  
have ten pupils only, the doctor from five to ten.  
Some of the schools taught only writing, the  
pupils kneeling on cushions before low tables,  
and copying the characters of the two Japanese  
syllabaries (each of which has forty-seven)  
with writing-brushes and Chinese ink on sheets  
of paper, which soon became both black and wet,  
and were then dried for further use. In the  
process the hands and faces of the children  
would get "as black as those of demons," and  
the first care of their mothers, on their return  
from school, was to get them washed. When a  
character had been learned, it was copied faint  
on clean paper, and shown to the teacher, who  
corrected it if necessary, with red ink. After the  
Japanese letters a few Chinese characters were  
learned, perhaps a hundred in all, just  
enough for the commonest names of persons and  
places. In addition to writing, some schools  
taught the use of the counting-frame, and even  
the reading of a little history. As a rule, the  
children stayed on from two to three years, paying  
a few pounds of rice yearly, perhaps even a little  
money if they were well off. Discipline was  
sometimes severe, boys being flogged with a  
bamboo, or compelled to hold a lighted incense-  
stick until it burned their fingers.Of the samurai schools there were three grades,  
of which the primary and the middle might be  
found in the capitals of most of the feudal lords,  
while the third grade, a kind of college, was  
rarer. The samurai boy began about six or  
seven, and spent some five years in the primary  
school. He started, as in the *terakoya*, with  
writing and reading the Japanese characters,  
but he learned more of Chinese, entire books of  
a moral or historical character being committed  
to memory by form and sound before the meaning  
of the words was explained—a process of learning  
by rote for which the East seems to have an  
affection, and which has left its mark upon the  
Japanese education of even the present day.  
The boys learned also the use of the counting-  
frame, and practised etiquette. In the middle  
school the young samurai read some more of the  
history of China and Japan; he learned how to  
write letters in various styles; he studied a little  
more arithmetic. But, above all, he devoted  
his attention to physical training; to fencing,  
wrestling, archery, the use of the spear,  
swimming, and riding. The samurai covered  
about three years; the discipline both at school  
and at home was of Spartan severity. Especially  
was a boy made familiar with scenes of bloodshed,  
being taken to witness executions, being taught  
how to kill himself or anybody else neatly and  
promptly.In the schools of the highest grade all this  
was carried still further, but few of the pupils  
got so far as this. No samurai, however, could  
become a householder unless he had studied at  
least the primary school. His education was  
free except for such presents as he might choose  
to give his teacher, with whom he often boarded  
like a son. Girls were commonly instructed at  
home by private tutors; they were taught writ-  
ing, the composition of poetry, polite etiquette,  
and physical exercises; they also learned how to  
kill themselves skilfully if need were. Of  
religious teaching in the ordinary sense there  
was little or none; boys and girls alike were  
taught to do their duty for its own sake and not  
for any reward. The general effect of this  
double system can be seen, for example, in the  
exact figures; but practically all the samurai  
(of whom there were two millions) could read  
and write; and of the rest of the population  
about one-third of the males, and perhaps one-  
fourth of the females. After the abolition of  
feudalism, in 1871, all these schools were swept  
away, and replaced as far as possible by primary  
schools of a more Western type.How to be Beautiful—Keep your com-  
plexion, Mrs. Eliza C. Charmant, Latit  
Charmant and Special Skin Tonic and Poudre  
Charmant will enable you to do it. Her  
Specialties for the Skin are the study of a  
Lifetime. A. S. Watson & Co., Ltd., Sole Agents.  
731

## S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED HONGKONG FROM CAL-  
CUTTA, PENANG AND SINGAPORE, 8th  
December, 1905. On FIRE 20th November,  
1905, between Singapore and Hongkong.  
ALL CLAIMS to be included in the above  
General Average must be forwarded to Messrs.  
JARDINE, MATHESON & Co., Hongkong,  
General Managers, Indo-China S.N. Co., Ltd.,  
before 31st JULY, 1906, otherwise they will not  
be recognised.  
Hongkong, 16th July, 1906. [1421]A. LING & CO.,  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., and POCKHAW  
LAQUERED WARE  
63, QUEEN'S ROAD CENTRAL  
Hongkong, 21st September, 1903 [1962]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on  
sale daily at the KOWLOON BOOK  
STALL; Mr. H. BUTTON-JONES'S KOW-  
LOON STORE, No. 36, Elgin Road, and  
Mr. AH YAU'S FERRY WHARF STALL.  
Hongkong, 22nd December, 1903.

## INTIMATIONS

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
37, DES VUEX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905 1563

## SIEN TING.

SURGEON DENTIST  
No. 10, D'AGUILAR STREET.TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905 688TYPEWRITERS  
CLEANED, REPAIRED, OVERHAULEDTYPEWRITING WORK UNDER-  
TAKEN. Charges moderate.  
F. A. V. RIBEIRO  
(late of the Hongkong Typewriting Bureau)  
31, Queen's Road Central (Second Floor).  
Hongkong, 25th October, 1905. [19]AUTOMATIC MAUSER  
PISTOLS.CALIBRE 7.63 mm.  
WILL CHAMBER 10 CARTRIDGES  
FIRING 10 SHOTS IN 2 SECONDS  
SIEMSEN & CO.  
Hongkong, 3rd October, 1905 45DAVID CORSEAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELLANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
551

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
W. FAIRLAND, Manager.  
Hongkong, 18th November, 1905. 47

## PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT CO., LTD., is prepared to supply  
any Quantity of PURE FRESH WATER to  
the Shipping, both for Deck and  
Boilers.  
Call Flag—W.J. W. KEW,  
Manager.  
Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1906. 1243

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH  
ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOC'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT 1  
all Sizes, Nos. 10 to 5555. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong, 29th November, 1902 893

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. Austin, R.N.R.  
THIS Steamer departs from Hongkong  
daily (Sundays included), at 7.30 A.M.,  
and from Macao at 2.30 P.M.FARE—(Week days) 1st Class (including cabin  
and servant), Single \$5, Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
Every Sunday will be an EXCURSION  
(10 times of departure being in future the  
same as on other days) at the following rates:  
SUNDAYS ONLY:  
1st Class Single ... .. \$1.00  
With Cabin ... .. \$2.00  
1st Class, Return ... .. \$2.00  
With Cabin ... .. \$3.00  
3rd Class, Single ... .. 40 Cts.  
Return ... .. 60  
Storage 50 cents each trip.  
Meals can be supplied on board, at \$1 per  
meal.First Class Passengers who do not care to  
return on the Excursion Sunday will be allowed  
to do so the following day (Monday) on produc-  
tion of the Return Half Ticket. Should the  
Steamer not run on the Monday, owing to the  
bad weather, the notice will be given by the  
Captain, and the Half ticket will be available  
for the following day.The Steamer is lit throughout by Electricity  
The Steamer's Wharf at Hongkong is at the  
Western end of Wing Lok Street.  
MING ON & CO.  
2nd Floor, 16, Victoria Street.  
Hongkong, 22nd June, 1906. [21]HONGKONG HIGH-LEVEL TRAN-  
WAYS COMPANY, LIMITED.

In LIQUIDATION.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
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## SHIPPING.

**ARRIVALS.**  
 CHITSEY, British str., 1,350, C. Plunkett Ltd., 16th July—Yokohama 6th July, General.  
 Butt-Ridd & Swire, 1,190, G. S. Weigall, 15th July—Chong 10th July, General.  
 Emma Lykes, German str., 1,150, G. Cornard, 16th July—Mauritius 22nd May, Sugar, Chinese.  
 GLENSTRAK, British str., 3,294, J. McMillan, 16th July—London via Ports, 2nd June, General—McGregor Bros. & Co.  
 Hec. French str., 715, Godman, 16th July—Hutchinson, (Hutchinson & Kwangchow) 15th July, General. A.R. Martz.  
 KWANGSUI, Chinese str., 1,408, L. L. Lin, 16th July—Shanghai 12th July, General.  
 RERI, British str., 1,611, R. W. Almond, 16th July—Manila 14th July. Hump and Sugar.  
 SAMSU, German str., 5,623, Muller, 16th July—London and Singapore 10th July, General. Hamburg America Line.  
 SONGU, Japanese str., 1,850, T. Suruga, 16th July—Kobe 7th July, General.  
 THEIRIAK, Japanese str., 2,557, K. Shimizu, 16th July—Kushima 10th July, General. Mitsui Bussan Kaisha.  
 YOKOSUKA, Japanese str., 1,128, P. Moore, 16th July—Manila 13th June, General. Jardine, Matheson & Co.

## DEPARTURES.

Hand, French str., for Haiphong.  
 LARSEN, British str., for Saigon.  
 LANGCHOW, British str., for Shanghai.  
**SHIPPING REPORTS.**  
 The British str. *Chong* reports: Experienced moderate to light wind throughout.  
 The British str. *Yokosuka* reports: Experienced light variable winds and smooth sea, with fine clear weather throughout.  
 The British str. *Chong* reports: Light to moderate variable winds and fine weather throughout. Foggy off N.E. Promontory and Breaker Point.  
 The German str. *Emma Lykes* reports: Experienced gale S.E. trades, which caused much damage to temporary buildings on deck.  
 The Chinese str. *Kwangchow* reports: Moderate E. and S.E. winds with fine weather to Brothers; hazy to Breaker Point light S.W. winds and foggy; hazy to port light S.W. winds and fine weather.

## VESSELS PASSED ANKER.

June 29, British 1 m. bps. *Marshall* H.H. Jones, June 26, from Chong for Newcastle.  
 June 29, Dutch str. *Ophir*, De Boer, May 28, from Rotterdam for Batavia.  
 July 1, Japanese mch. *Uwar*, Matsushima, Kuremichi, June 29, from Batavia for Singapore.  
 July 1, Japanese mch. *Uwar*, Matsushima, Kuremichi, June 29, from Batavia for Singapore.  
 July 1, Japanese mch. *Uwar*, Matsushima, Kuremichi, June 29, from Batavia for Singapore.  
 July 2, Dutch str. *Malaga*, Klyn, July 2, from Batavia for Rotterdam.  
 July 2, British str. *Nedra*, Day, July 2, from Batavia for Amsterdam.  
 July 3, Dutch str. *Boyer*, Wertheim, May 19, from Rotterdam for Batavia.

## VESSELS ON THE BERTH

NORDEUTSCHER LLOYD, BREMEN.

## NOTICE

STEAM FOR JOLO, ZAMBOANGA, KUDAT, BANGUEY AND SANDAKAN.  
 Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN AND MENADO.

## THE Departure of the Steamship

"BORNED."  
 Captain P. Smith will leave TO-DAY, the 17th instant, at Noon.  
 For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.  
 Hongkong, 16th July, 1906. [15]

## NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR HANGKOK VIA SWATOW

## THE Chartered Steamship

"PROMETHEUS."  
 Captain Cornhill, will be despatched as above on or about TUESDAY, 17th inst., at Noon.  
 For Freight or Passage, apply to NIPPON YUSEN KAISHA, Prince's Building.  
 Hongkong, 14th July, 1906. [113]

## BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA.

## THE British Steamship

"MARWARRI."  
 Captain Norris, will be despatched for the above Ports on FRIDAY, the 20th inst., at Noon.  
 For Freight, apply to SANDER, WIELER & Co., Agents.  
 Hongkong, 14th July, 1906. [1416]

## THE NORTHERN STEAMSHIP CO. LTD.

OF ST. PETERSBURG.

## FOR ODESSA.

## THE Steamship

"SELENGA."  
 will be despatched for the above Port on or about 21st instant.  
 For Freight & Further Particulars, apply to BRADLEY & Co., Agents.  
 Hongkong, 14th July, 1906. [1417]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

## THE Steamship

"HUDSON."  
 Captain Fenton, will be despatched as above on or about the 12th August.  
 For Freight or other information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hotel Messageries.  
 Hongkong, 16th July, 1906. [1423]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's						
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. B. S. Notley	P. & O. S. N. Co.	About 18th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	1 m.	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	Today.
LONDON, AMSTERDAM & ANTWERP	PINGUEY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st inst.
LONDON, AMSTERDAM & ANTWERP	ORIENT	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Aug.
MASSILLON, &c. VIA PORTS OF CALL	TOKIN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	SEYDLITZ	Ger. str.	—	—	MELCHERS & Co.	To-morrow, at Noon.
ODDESA	SILUNGA	Ger. str.	k.w.	—	BRADLEY & Co.	About 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWABENBURG	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALCANTARA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
HAVRE, ROTTERDAM & LIVERPOOL	NORDKAP	Dan. str.	—	—	SANDER, WIELER & Co.	About 20th inst.
COPENHAGEN & BALTIC PORTS	CHINA	Aus. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 2nd Aug., p.m.
TRIESTE, &c. VIA SINGAPORE, &c.	SILVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 4th Sept.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th Sept.
GENOA, MARSEILLES & LIVERPOOL	TRUCER	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	TYDEUS	Brit. str.	—	—	ARNHOLD, KARBURG & Co.	About 25th inst.
BOSTON & NEW YORK	JESERIC	Brit. str.	—	—	STANDARD OIL CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	LUTHER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	JOHN HARDIE	Am. str.	—	—	SHAWMUT & Co.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBION	Ger. str.	1 m.	—	CANADIAN PACIFIC R. CO.	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 1st Aug.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Am. str.	—	—	DODWELL & Co., Ltd.	On 27th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHAWMUT	Am. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TELEMACUS	Ger. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 14th Aug., at Noon.
PORTLAND, OREGON VIA SHANGHAI, &c.	AKASHI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS VIA MANILA	CHONG	Ger. str.	—	—	MELCHERS & Co.	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SOUSMUND	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	—	JARDINE, MATHESON & Co.	End of July.
DAKOTAH	DAKOTAH	Brit. str.	k.w.	—	P. & O. S. N. Co.	About 19th inst.
SUNDA	SUNDA	Brit. str.	—	—	MELCHERS & Co.	About 27th inst.
SIBIRIEN	SIBIRIEN	Dan. str.	—	—	SHAWMUT & Co.	About 10th Aug.
DAKOTAH	DAKOTAH	Brit. str.	—	—	SEIJSSEN & Co.	To-morrow.
KOWLOON	KOWLOON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	SHANGHAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
CHONG	CHONG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 22nd inst., at 10 A.M.
SOSHU MARU	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-morrow.
SAMBIA	SAMBIA	Ger. str.	k.w.	—	MELCHERS & Co.	To-morrow.
P. R. LUTHER	P. R. LUTHER	Ger. str.	—	—	JARDINE, MATHESON & Co.	On 13th inst., at 4 P.M.
CHONG	CHONG	Brit. str.	—	—	SANDER, WIELER & Co.	On 20th inst., p.m.
AKASHI	AKASHI	Aus. str.	—	—	MELCHERS & Co.	About 23rd inst.
EMPIRE	EMPIRE	Brit. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 25th inst.
SAXONIA	SAXONIA	Brit. str.	1 m.	—	P. & O. S. N. Co.	On 20th inst.
MOLDAVIA	MOLDAVIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst., at 10 A.M.
MASSAN MARU	MASSAN MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 25th inst., at 10 A.M.
AKASHI MARU	AKASHI MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 21st inst., at 8 A.M.
FRUITFUL	FRUITFUL	Ger. str.	2 1/2	—	DOUGLAS LARPAK & Co.	On 19th inst., at 2 P.M.
HAIRU	HAIRU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
KWACHOW	KWACHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
TEAN	TEAN	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 20th inst., at 4 P.M.
YUENSANG	YUENSANG	Brit. str.	—	—	SHAWMUT & Co.	On 21st inst., at Noon.
YUEN	YUEN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
YUEN	YUEN	Brit. str.	—	—	SHAWMUT & Co.	On 25th inst., at Noon.
YUEN	YUEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
YUEN	YUEN	Brit. str.	—	—	MELCHERS & Co.	To-day, at Noon.
YUEN	YUEN	Ger. str.	—	—	NIPPON YUSEN KAISHA	About 17th inst., Noon.
YUEN	YUEN	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-day, at 3 P.M.
YUEN	YUEN	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 19th inst., at 4 P.M.
YUEN	YUEN	Brit. str.	—	—	SANDER, WIELER & Co.	On 20th inst., p.m.
YUEN	YUEN	Dut. str.	—	—	JAVA-CHINA-JAPAN LINES	About 28th inst.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONE	CAPTAIN	FOR	SAILING DATE
RUH	2540	R. Almond	Manila	On 21st July, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 28th July, Noon.

For freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "JOHN HARDIE" ... About 20th August.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. [119]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

YOKOHAMA, SHANGHAI, SUNDIA

MOJI and KOBE

SHANGHAI

LONDON &c. VIA USUAL PORTS

OF CALL

For further Particulars, apply to E. A. HEWITT, Superintendent. [1]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN

"ALABAMA" 4,483 Metcalf

"ARAGONIA" 4,108 Ernst

"NICOMEDIA" 4,570 G. Meisner

"NUMANIA" 4,570 Feldmann

To SAIL AT NOON

August 14th, 1906.

September 5th, 1906.

September 16th, 1906.

October 9th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, ACTING GENERAL AGENT. [113]

Hongkong, 13th July, 1906.

## HAMBURG-AMERIKA LINE.

## HOME LINE-OUTWARD.

DESTINATION	TO SAIL
SHANGHAI, YOKOHAMA & KOBE	15th July
SHANGHAI, YOKOHAMA & KOBE	25th July
SHANGHAI, YOKOHAMA & KOBE	3rd Aug.
SHANGHAI, YOKOHAMA & KOBE	9th Aug.

## HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
* SCHWABENBURG	HAVRE & HAMBURG	On 24th July
* ALESIA	HAVRE & HAMBURG	On 7th Aug.
* SPEZIA	HAVRE & HAMBURG	On 21st Aug.
* SILEZIA	NAPLES, HAVRE & HAMBURG	On 4th Sept.
* SCANDIA	NAPLES, HAVRE & HAMBURG	On 18th Sept.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified factor and stewardess on board.

## COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAPHNE	NAGASAKI & VLADIVOSTOCK.	End of July. Freight & Passengers.
KOWLOON	KOBE & YOKOHAMA	18th July. Freight & Passengers.
LYTHA	To follow.	

For Freight and Passage, apply to HAMBURG-AMERIKA LINE, HONGKONG OFFICE. [112]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SHAWMUT 9,606 E. V. Roberts On 27th July.

TREMONT 9,606 T. W. Garlick On 22nd August.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to DODWELL & CO., LIMITED. [17]

QUEEN'S BUILDINGS. Hongkong, 25th April, 1906.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."

Captain Billa, will leave for the above places on FRIDAY, the 20th inst., p.m.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 12th July, 1906. [13]

## COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBOULT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN and BLACK SEA PORTS.

THE Steamship

"TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M.

This Steamer connects at Colombo with the Australian line as Australia, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

# OCEAN STEAMSHIP COMPANY, LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FOUR-NIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HAWAIIAN PORTS.

### EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.	
GLASGOW and LIVERPOOL	"ALCIBIOS"	On 26th July.	
GLASGOW and LIVERPOOL	"DIOMED"	On 2nd August.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 9th August.	
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.	
GLASGOW and LIVERPOOL	"CHING WO"	On 23rd August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 30th August.	
GLASGOW and LIVERPOOL	"CYCLOPS"	On 6th Sept.	
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 13th Sept.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 20th Sept.	

### HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.	
GENOA, MARSEILLES and LIVERPOOL	"TEUCER"	On 24th July.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.	
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.	
GENOA, MARSEILLES and LIVERPOOL	"TYDEUS"	On 21st August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.	
HAVRE, ROTTERDAM and LIVERPOOL	"ALCIBIOS"	On 3rd Sept.	

\* Taking Cargo for Liverpool at London Rates.  
Operating in conjunction with

### THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"TELEMACHUS"	On 4th August.	
HAMA	"BELLEROPHON"	On 11th September.	
WESTWARD.	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, & PACIFIC COAST	"TEUCER"	On 14th July.	
	"TYDEUS"	On 15th August.	

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[19-10]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, CEBU and LOILOI	"TEAN"	On 17th July.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 18th July.	
KOBE and SHANGHAI	"SHANSI"	On 18th July.	
SWATOW, WEIHAIBO, CHIFU, and TIENTSIN	"KWAICHOW"	On 24th July.	
MANILA	"TAMING"	On 24th July.	
KOBE	"TAIYUAN"	On 25th July.	

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
\* REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[11]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

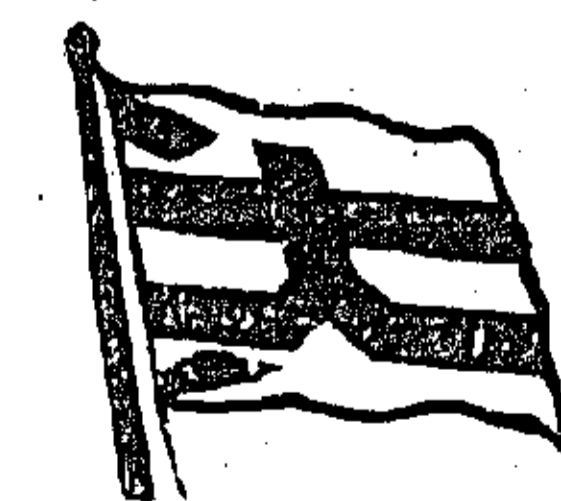
### LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 days across the Pacific to the "EMERALD LINE." Saving 3 to 7 days' Ocean Travel  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMERALD"	5,500	Wednesday, 18th July	11th Aug.
"EMERALD OF CHINA"	6,000	Wednesday, 1st Aug.	22nd Aug.
"TARTAR"	4,425	Wednesday, 8th Aug.	1st Sept.
"EMERALD OF INDIA"	6,000	Wednesday, 22nd Aug.	12th Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.  
Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.  
Intermediate on Steamers ..... £40, ..... £42.  
and 1st Class Rail ..... £240, ..... £242.

R.M.S. "EMERALD," "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRAIDOCK, Acting General Agent,  
Corner Pall Mall Street and Praya, opposite Blake Pier



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

### PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW and AMOY	"MASAN MARU"	SUNDAY, 22nd July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and POOCHOW	"SOSHU MARU"	SUNDAY, 22nd July, at 10 A.M.
ANPING VIA SWATOW and AMOY	"AKASHI MARU"	WEDNESDAY, 25th July, at 10 A.M.
POOCHOW VIA SWATOW and AMOY	"PRITHOON"	SATURDAY, 21st July, at 8 A.M.

\* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.  
[10]

T. ARIMA, Manager.

## EAST ASIATIC CO., LTD., COPENHAGEN. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

### PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIC PORTS.	STEAMERS	TO	DATE
S.S. "NORDKAP"	On or about the 20th July	from Hongkong.	
S.S. "KIMA"	On or about the 15th Aug.	from Hongkong.	
S.S. "SIBIRIEN"	On or about the 1st Sept.	from Hongkong.	

### FOR YOKOHAMA AND KOBE.

S.S. "SIBIRIEN"	On or about the 27th July	from Hongkong.
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For Further Particulars, apply to

**MELCHERS & CO.,**  
AGENTS.  
[1357]

Hongkong, 3rd July, 1906.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SINGAPORE, PENANG & CALCUTTA	STEAMERS	TO	DATE
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 17th July, 3 p.m.	
* SHANGHAI	"CHOYSANG"	Thursday, 19th July, 4 p.m.	
* SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Thursday, 19th July, 4 p.m.	
* TIENTSIN	"CHIESHANG"	Friday, 20th July, 4 p.m.	
* MANILA	"YUENSANG"	Friday, 20th July, 4 p.m.	

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, Nowchwang & Yangtze Ports.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
[18]

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
SEYDLITZ	WEDNESDAY	18th July
WERNER	WEDNESDAY	18th July
PRINZ REGENT LUITPOLD	WEDNESDAY	18th July
PRINZ EITEL FRIEDRICH	WEDNESDAY	18th July
SACHSEN	WEDNESDAY	18th July
PRINZ HEINRICH	WEDNESDAY	18th July
PRINZ LUDWIG	WEDNESDAY	18th July
PRINZESS ALICE	WEDNESDAY	18th July
PRINZESS ALICE	WEDNESDAY	18th July

ON WEDNESDAY, the 18th day of JULY, 1906, at Noon, the Steamship "SEYDLITZ" Captain Dörsner, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 16th July. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 17th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 17th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

\* Passengers can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

return 91 0 0 242 0 0 222 0 0

TO SOUTHAMPTON, LONDON, BREMEN

and HAMBURG

return 65 0 0 44 0 0 34 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

return 115 0 0 79 0 0 47 0 0

VIA BREMEN OR SOUTHAMPTON

return 68 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

### JAPAN-CHINA-AUSTRALIAN LINE.

#### VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

### PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
PRINZ SIGISMUND	... 3302 tons ...	TUESDAY, 24th July.
WILHELM	... 4763 tons ...	TUESDAY, 21st Aug.
PRINZ WALDEMAR	... 3227 tons ...	TUESDAY, 18th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

1st Class 2nd Class 3rd Class

return 850— 820— 820— return 880— 850—

TO NEW GUINEA

return 420— 410— 410— return 440— 420—

TO BRISBANE

return 430— 420— 420— return 450— 430—

TO SYDNEY

return 430— 420— 420— return 450— 430—

TO MELBOURNE

return 430— 420— 420— return 450— 430—

TO YOKOHAMA

return 800— 800— 800— return 820— 800—

TO YOKOHAMA and back from KOBE

return 850— 850— 850— return 880— 850—

TO HONGKONG

return 850— 850— 850— return 880— 850—

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 300 0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

### SAILINGS OUTWARDS.

#### EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD" Wednesday, 18th July.

SHANGHAI, NAGASAKI, "PRINZ EITEL FRIEDRICH" Wednesday, 1st Aug.

KOBE & YOKOHAMA "WILHELM" Wednesday, 1st Aug.

\* YOKOHAMA and KOBE "WILHELM" Wednesday, 1st Aug.

\* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co., T. K. L. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

1st Class

To London via Plymouth or Southampton 262 0 0.

To Bremen 63 10 0.

To Paris via Cherbourg 65 0 0.

To Naples, Genoa via Gibraltar 65 0 0.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
[15]

Hongkong, 9th June, 1906.

## VESSELS ON THE BENTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, S. Y. MOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

### THE Steamship

"DEVANHA." Captain T. H. Hild, R.N.R. carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 25th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Mooltan, 3,620 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on 9th September.

Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
[1]

Hongkong, 16th July, 1906.

### DAMPSCHEIFFS-REHDERET-UNION

ACTIEN-GESELLSCHAFT.

### FOR NEW YORK

(With Liberty to Call at the Malabar Coast).

### THE Steamship

"ALBENGA." Captain Petersen, will be despatched from the above Port on or about SATURDAY, the 25th August, 1906.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
[1412]

Hongkong, 15th July, 1906.

### NATAL LINE OF STEAMERS

Under the General Agency of the above Line in China and Japan for the above Line no prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-China Steam Navigation Co.'s fortnightly service hence to CALCUTTA. Sailors from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 4th August, 1906.

### PRINTING.

THE JOB PRINTING AND BOOK-BINDING DEPARTMENTS of the Hongkong Daily Press are furnished with every appliance for the PROMPT EXECUTION OF  
PRINTING & BOOKBINDING  
OF ALL DESCRIPTIONS  
INCLUDING  
BUSINESS CIRCULARS,  
COMPANY PROSPECTUSES,  
COMPANY REPORTS & BALANCE SHEETS  
BILLS OF LADING,  
FIRE & MARINE INSURANCE FORMS  
COMMERCIAL CODES,  
COMMERCIAL REPORTS,  
COMMERCIAL FORMS OF ANY KIND,  
ALSO  
MENU CARDS.  
LADIES' & GENTLEMEN'S VISITING CARDS.  
LEDGERS & ACCOUNT BOOKS  
MADE TO ORDER  
PERIODICALS BOUND AND BOOKS OF ALL KINDS REBOUND  
IN THE BEST MATERIALS.  
Estimates for and on Application to the Printing Department "HONGKONG DAILY PRESS" Office.

Hongkong, 4th August, 1906.

### PRINTING & BOOKBINDING

OF ALL DESCRIPTIONS

INCLUDING

BUSINESS CIRCULARS,

COMPANY PROSPECTUSES,

COMPANY REPORTS & BALANCE SHEETS

BILLS OF LADING,

FIRE & MARINE INSURANCE FORMS

COMMERCIAL CODES,

COMMERCIAL REPORTS,

COMMERCIAL FORMS OF ANY KIND,

ALSO

MENU CARDS.

LADIES' & GENTLEMEN'S VISITING CARDS.

LEDGERS & ACCOUNT BOOKS

MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF

ALL KINDS REBOUND

IN THE BEST MATERIALS.

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### PRINTING & BOOKBINDING

## POST OFFICE NOTICES.

The *Express* Steamers, with the French mail of the 22nd June, left Singapore on Monday, the 19th inst., at 10 a.m., and may be expected here on or about Monday, the 23rd inst. This packet brings replies to letters despatched from Hongkong on the 15th May.

The *Prins Reijer* (Luitpold), with the German mail of the 19th June left Singapore on Friday the 15th inst., at 10 a.m., and may be expected here to-day.

## MAIL WILL CLOSE

FOR	PER	DATE
Swatow and Bangkok	<i>E. Rickmers</i>	Tuesday, 17th, 9.00 A.M.
Bombay	<i>Clara Schenck</i>	Tuesday, 17th, 10.00 A.M.
Jolo, Zamboanga, Kudat, Banguay & Sandakan	<i>Borneo</i>	Tuesday, 17th, 10.00 A.M.

AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO.  
(Supplementary mail on board up to the time fixed for departure of the mail.)  
Extra Postage 10 cents.

FOR	PER	DATE
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco	<i>Hongkong Mail</i>	Tuesday, 17th, 1.15 P.M.
Shanghai, Yokohama, Kobe, Amoy, Hongkong, and Canton	<i>Tea</i>	Tuesday, 17th, 3.00 P.M.
Hankow and Amoy	<i>Sun</i>	Tuesday, 17th, 5.00 P.M.
Quang Chow Wan, Hailow, Pakhoi, and Haiphong	<i>Hue</i>	Wednesday, 18th, 9.00 A.M.
Kobe, Yokohama, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver (B.C.)	<i>Montreal</i>	Wednesday, 18th, 10.00 A.M.

Europe, &c., India via Tientsin.  
(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

FOR	PER	DATE
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco	<i>Hongkong Mail</i>	Wednesday, 18th, 1.15 P.M.
Shanghai, Yokohama, Kobe, Amoy, Hongkong, and Canton	<i>Tea</i>	Wednesday, 18th, 3.00 P.M.
Hankow and Amoy	<i>Sun</i>	Wednesday, 18th, 5.00 P.M.
Quang Chow Wan, Hailow, Pakhoi, and Haiphong	<i>Hue</i>	Thursday, 19th, 9.00 A.M.
Kobe, Yokohama, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver (B.C.)	<i>Montreal</i>	Thursday, 19th, 10.00 A.M.

TO-MORROW.  
Sale of the Goods and Chattels of the Praya East Hotel, Wanchow, Messrs. Hughes and Hough, Noon.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON	ON LONDON
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days sight	2 1/2
Bank Bills, at 6 months sight	2 1/2
Credit, at 4 months sight	2 1/2
Documentary Bills, 4 months sight	2 1/2
ON PARIS	ON PARIS
Bank Bills, on demand	267
Bank Bills, at 4 months sight	271
ON GERMANY	ON GERMANY
On demand	217 1/2
ON NEW YORK	ON NEW YORK
Bank Bills, on demand	51 1/2
Credit, 60 days sight	52 1/2
ON BOMBAY	ON BOMBAY
Telegraphic Transfer	158 1/2
Bank, on demand	158 1/2
ON CALCUTTA	ON CALCUTTA
Telegraphic Transfer	158 1/2
Bank, on demand	158 1/2
ON SHANGHAI	ON SHANGHAI
Bank, at sight	72 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA	ON YOKOHAMA
On demand	103 1/2
ON SINGAPORE	ON SINGAPORE
On demand	104 1/2 p.m.
ON BATAVIA	ON BATAVIA
On demand	127 1/2
ON HAIPHONG	ON HAIPHONG
On demand	210 p.m.
ON SAIGON	ON SAIGON
On demand	80
ON MANILA	ON MANILA
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